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11.00 a.m. to 12.00 Noon ... Every 15 minutes.
12.00 Noon to 1.00 p.m. ... Every 10 minutes.
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Hongkong, 31st July, 1907. 730

SUPREME COURT.

Thursday, 20th August.

IN SUMMARY JURISDICTION.

Before Mr. H. H. J. GOMPERTZ,
(ACTING JUDGE).

CONSENTED TO JUDGMENT.

In the action by Tang Lin against Wo Hop Tung Kee for \$416 balance due on a promissory note, Mr. Morrell, who appeared for defendant, consented to judgment, pending an application for a receiving order as the debtor had filed his petition in bankruptcy.

CANTON.

[FROM OUR CORRESPONDENT.]

August 19th.

THE FLOOD FUND BAZAAR.
The auction at the Bazaar closed at 6 p.m. yesterday. The Committee reported that they collected \$3,796.95, on the 18th instant being proceeds of sales by auction and outstanding accounts.

Poon Pui Sheng and Yik Chi Chong have written letters to the Bazaar Committee and the Canton Press denying all knowledge of the letter which was published in the newspapers on the 18th instant and alleging it to be a forgery.

OFFICIAL MATTERS.

His Excellency Viceroy Chang has repeatedly cabled to the Central Government for permission to resign his position. It is reported that the Prime Minister, Chang Chi Tung, has recommended Governor Yuan Shu Pan to fill the vacancy stating that the latter official has a good knowledge of railway affairs and is also well versed in international law.

His Excellency Chang Chi Tung has telegraphed to Viceroy Chang to place on official record all the office holders of Prefectures and Magistries who at the expiration of their tenure of office deliver up their accounts in good and proper order, as an encouragement to honesty.

Sometime ago Viceroy Chang received cable instructions from the Central Government to depute Taoist Wen Tsung-Yao as special minister to Tibet. Wen Taoist has made all the necessary preparations for his journey but, owing to the Viceroy being unable to procure a suitable official to take up the vacancy, Wen Taoist may be detained here for sometime yet. In the meantime the Viceroy has wired to the Waiwup for Mr. Yim to relieve Wen Taoist.

FIFTY YEARS' SERVICE.

Mr. J. H. May, who was promoted to outdoor Deputy Commissioner of Customs here some time ago, is over seventy years of age. He joined the I. M. Customs on the 15th August, 1858 and on the 15th instant saw the completion of 50 years' service. The Customs staff called on him on that day to offer their congratulations.

A PUBLIC NUISANCE.

The Police pinnaces of No. 6 River Police Station have been in the habit of blowing their whistles at midnight in front of the Shamoon Bund, thus causing great annoyance to the residents who at that time are asleep. When Kung Taoist was Acting Director of the Police his attention was called to the matter and the nuisance ceased for some time. Recently the police launches have recommenced their little diversion and it is reported that the Commissioner of Customs has sent a complaint to the Police Taoist, Wong Ping Pi, and asked that the nuisance should be stopped. Wong Taoist replied that the officer in charge of No. 6 station stated that the whistle was blown by the launches to notify the police boats to change beat and that they were only acting in accordance with the regulations. In that case some change in the regulations is desirable.

A SNATCHER'S PUNISHMENT.

As a married woman was walking along Queen's Road West with her sun on Wednesday afternoon she felt a tug at her coiffure, and turned round in time to see a man running away. Putting her hand to her head, she found that an ear pick was missing, so ordered the man to take off her boots and pursue the man. The man gave chase as far as Jervois Street, where the thief was captured by a district watchman and handed over to the police. He was charged before Mr. J. R. Wood at the Magistrate's yesterday, but denied the charge, remarking that he was reading a paper when the watchman caught him. His Worship was satisfied with the evidence, however, and sentenced the defendant to three months' imprisonment with hard labour and 24 strokes of the birch, twelve to start with, and twelve on completion of his sentence.

WEATHER REPORT.

The Hongkong Observatory yesterday issued the following report:—

On the 20th at 12.15 p.m.—The barometer has risen over China, particularly along the Yangtze valley. The recent depression probably exists now as a diffused area of low pressure over S.W. China.

Pressure remains high, apparently over Japan and adjacent seas. It is in slight defect of the normal over the S. Philippines.

Fresh E. winds may be expected in the Southern Sea and along the China Sea. A strong gale is likely for the 24 hours ending at 10 a.m. to-day, 1.38 inches.

The forecast for the 24 hours ending at noon on the 21st is:—

Hongkong & Neighbourhood, (S) E. winds, fresh.
Formosa Channel, (S) E. winds, fresh.
South coast of China between S. to N. 1.
Hongkong and Lemoeks, (S) S. to S.E.
South coast of China between S. to S.E.
Hongkong and Hainan, (S) S. to S.E.
(*) S.E. and E. winds, fresh; squally, thunder showers.

NOTES FROM THE NORTH.

[FROM OUR CORRESPONDENT.]

Peking, August 6.

H. H. YUAN SHIH KAI.

When last year H. H. Yuan Shih Kai was transferred from the Viceroyalty of Chihli to Peking, there to become a Grand Councillor and President of the Waiwup, he did not disguise his personal unwillingness to leave Tientsin for the capital. It was promotion in dignity only; in other respects it was an Irishman's rise. "An enemy hath—done this thing," he might well have said: except that this singular number would not have been correct—mine enemies have done it—would have hit the mark.

For months H. H. Yuan tried to get sent back to Tientsin, but in vain. He himself (and all his many friends in Tientsin) hoped that ultimately he would be permitted to return. But it was not to be.

Last week an Imperial Edict was issued appointing H. H. Yang (formerly Governor of Shantung)—who succeeded H. H. Yuan as Acting Viceroy of Chihli—to be substantive or permanent Viceroy, so that it may be taken for granted that Tientsin will not get back its old Viceroy, who is now permanently involved in the political intrigues of the capital.

A DIFFICULT TASK.

H. H. Yuan has naturally many ardent admirers among the foreign residents in the North and now that he seems to be intended to spend the rest of his official career in Peking, they all hope to see him fulfil the expectations formed of him since he came to the front as China's strongest statesman. It must be confessed, however, that some of his strong friends regard his position with some misgiving. His task as head of the Waiwup is like a double-edged sword. He has to settle a number of disputes with Japan, in all of which, impartially speaking, Japan appears to have the stronger case, so that China is likely to come off second-best; and he has also to face the criticism (and possibly the enmity) of the Rights Recovery party in the capital and in the provinces. In other words do what he will, he can hardly please his critics, placate his enemies, or become a popular Minister.

THE ORIENTAL QUESTION.

I have already shown at some length that the Japanese position regarding the Fukuoka Railway question is practically invulnerable. Another great question in dispute is similar: I refer to the matter of Chientao. This question has two distinct phases. There is the boundary question. With regard to this Chientao admits that only a part of the boundary in the upper valley of the Tumen River is undetermined; but Korea argues that a larger area on the left of the river is still in dispute. The controversy in respect to this matter is a very old one, dating back more than 150 years. On May 10th last Japan sent to China a long despatch on the subject. In this was set forth the basis on which the Korean contention rests. The Chinese reply was not made till the first week in July, and as the present rate of progress a settlement is still a long way off. Japan sent a rejoinder to Peking on receipt of China's reply but this phase of the Chientao question will not soon be disposed of, for it requires thorough investigation, full discussion, and careful weighing of both sides of the case. The Japanese attitude is extremely reasonable; there has been no attempt to force upon China any part of the Korean case regardless of its merits.

The second phase of the Chientao question is in relation to the jurisdiction over the Koreans residing in the disputed territory. There is number far surpasses the Chinese immigrants into the district. The Japanese Foreign Office is more positive and emphatic regarding this phase of the question. Japan is confident that in any case the Korean population should be under Korean (i.e., under present conditions, Japanese) jurisdiction, and not under that of China. In view of the treaty stipulations between China and Korea which put the nationals of the latter always under the jurisdiction of their own authorities, Japan holds that the contention of the Chinese Government in this regard is untenable; and although China has not yet replied to the Japanese despatch sent some months ago on this phase of the question, it is confidently anticipated that the logic of facts will ultimately compel China to fall in with the Japanese view of the case.

"THE YELLOW PERIL."

REMARKABLE UTTERANCE BY NEW ZEALAND PREMIER.

Sir Joseph Ward, the Premier of New Zealand, speaking at a social gathering of the Liberal and Labour Federation, expressed regret at the criticism which have been directed against the Government in connection with the entertainment of the U.S. fleet. He pointed out that the fleet was not that of a foreign country, but that of a nation which was our cousin, kith and kin of the Anglo-Saxon race. We could not, he said, ignore our position as part and parcel of the British Empire. America was a great Power on friendly terms with the United Kingdom, with whom she was doing a trade of \$50,000,000 yearly.

He predicted that some day there would be a fight to decide whether the white races or those of the East were to govern Australia, New Zealand, and the other islands of the Pacific. When that took place the Old World could have the assistance of the American fleet, which would fight shoulder to shoulder with its forces for the purpose of preserving for future generations the rights and interests of all classes of the people.

New Zealand would not refrain from extending to the American fleet what would be extended to New Zealanders if they visited America in British warships.

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THE SERVICE OF THE SEA.

LORD MORLEY AND THE MERCHANT MARINE.

Peking, August 6.

H. H. YUAN SHIH KAI.

A very large party was conveyed last month on the steamship *Orion* from London Bridge to his Majesty's ship *Worcester* to witness the distribution of the prizes on this well-known nautical Training College lying off Greenwich. It included Viscount Morley of Blackburn, who handed the awards to the successful cadets, Lord Brassey, Sir Thomas Sutherland, his Highness Prince Mansur Khoshar of Jeddah, Admiral Sir E. Fremantle, Major-General Sir Owen Tudor Barne, Commander R. R. Hubbard, Lord Brassey, Captain C. P. Wilson, Captain E. Knollys, Captain Crook, Captain E. W. Wise, Captain Angus, Commander C. J. Beaton, Captain F. C. Cross, Lieutenant H. T. A. Bosanquet, and Mr. P. H. Devitt. The boys of the *Worcester* manned the yards as the little steamship drew alongside and greeted the visitors with hearty cheers. When the company had assembled on deck Sir Thomas Sutherland, who took the chair, said that never in his recollection of their prize-giving days had they had the presence of a more distinguished gentleman than the noble Lord who had consented to perform the ceremony that day. (Cheers.) The recipient of the King's annual prize, a gold medal, awarded to the boy who shows the greatest ability to make finest sailors, was Gordon Edmund Adams.

LORD MORLEY'S ADDRESS.

Viscount Morley, in the course of an address, said it had been his fortune to be present at a great many prize-givings. He did not himself win a great number of prizes when he was a schoolboy, but he remembered the ceremonial. What had struck him in listening to that day's interesting list was that he did not believe there was a single prize, not even the championship of swimming, that he could have won. He thought he might have had a chance possibly under the head of "general knowledge," but he was doubtful excepting that general knowledge was too apt to mean general ignorance, and he was glad to think that all the cadets of the *Worcester* were learning not only general knowledge—Heaven forbid that he could disparage that—but that they were learning their own profession, which was a very great profession. If anything went wrong with the Mercantile Marine of this country, whether it might be in the way of the transport of troops or otherwise, or in any of the numerous avocations which the Mercantile Marine was the means of discharging, it would be lost sight of the country. That the *Worcester* was one of the profoundest necessities of the State—(hear, hear)—and that there should be leaders provided by which trained officers could rise step by step to the service of the sea was in the highest sense of the first order of the elements that contributed to our national existence. (Hear, hear.) As connected with the Department of State for India he was glad to know that there were two Departments in the Indian Administration in which the *Worcester* cadets were not altogether unrepresented. There was the Bengal Pilot Service, to which since 1877—thirty-eight of those cadets had been appointed. There was also the Royal Indian Marine, and twenty-seven *Worcester* boys had passed into this Service and were now serving as commanders, lieutenants, and sub-lieutenants.

STRENGTH OF THE MERCHANT MARINE.

As showing the strength of the Mercantile Marine he pointed out that the tonnage of all the steamships in the world last month was 352 million tons gross, and of that amount 174 million was owned by the British Empire. (Hear, hear.) The tonnage of the British Empire which was called the United Kingdom, and of the total tonnage referred to 164 million, or 46 per cent., were owned in the United Kingdom. If he were talking in the House of Commons or in another place—(laughter)—he should point out an additional fact which was worth considering. When they said that under foreign flags there were such and such amounts of tonnage let them not forget that they had to look only at the amount of tonnage but at effectiveness and good many of these ships under foreign flags were ships with which we were done, for which we had no further use. He wished to put it as politely as he could to the purchasers of those ships. (Laughter.) In 1907 there were 282,000 of steam tonnage transferred to foreign flags, of which he was glad to think 73 per cent. were built before the year 1900, so that they were not exactly juveniles—(laughter)—and of the 11 million tons added to the Register of the United Kingdom 36 per cent. were built before the year 1900. There was another important fact. Of steamships over 10,000 tons there were in June last 11, and of these 64 were British-owned; of steamships over 20,000 tons there were ten, and of these the country owned six; while of steamships of 15,000 tons and under there were 10, and of these the country owned 4. Politicians looked at these facts from the point of view of some proposition they wanted to establish.

SUPREMACY OF GREAT BRITAIN.

He wished to establish no proposition of a political bearing at all, but he said that in fact of facts and figures of this kind the croakings about the departure of the supremacy of Great Britain in the Mercantile Marine was certainly not justified by anything in the actual facts. (Hear, hear.) There was another matter worthy of consideration, and that was the improved service of their own individual lives to be had from about this that the loss of life by wrecks among seamen in 1907 was less by 25 per cent. than it was twenty-five years ago. There was another set of figures which he confessed struck him from the artistic and literary and historic point of view, showing a decline, approaching to something like disappearance, of the sailing ship. In the last ten years sailing vessels of over 100 tons net register had decreased by more than a half. They had fallen from 2,261 vessels and a tonnage of a couple of millions to 1,137 vessels with a tonnage just under a million. It was a remarkable thing that last year only two sailing vessels of over 1,000 tons were built in this country, and of these one was an oil barge. Proceeding to address the cadets personally, Lord Morley reminded them of the advantages that were placed before them on the *Worcester*, and advised them that as they were starting out on the most important of all careers, they should be prepared to meet the most difficult of all professions. (Hear, hear.) In conclusion, he said he could not do better than quote to them the words of a famous and powerful man—Mr. Gladstone—and he asked them to take them away with them. They were: "Be inspired with the belief that life is a great and noble calling, not a mean and grovelling thing that we are to shuffle through as best we can, but an elevated and lofty duty."

Lord Brassey and Admiral Sir E. Fremantle also spoke, and on the proposition of the Chairman a vote of thanks was accorded Lord Morley.

SELF-SUPPORTING EMPIRE.

LIMITLESS CAPACITY FOR FOOD PRODUCTION. The Tariff Commission has issued an important report on Colonial Preference and Imperial Reciprocity.

Dealing with the capacity for producing food supplies within the Empire the Commission says:—

"The progress of settlement and cultivation, irrigation, and enterprise generally in the self-governing Colonies is continuously disclosing new sources of food supplies, and as the estimate of capacity of production can only relate to lands which have been explored at the time, further estimates must tend generally to an enlargement of the areas known to be suited to cultivation."

"In regard to some of the best known wheat lands of the Empire, those of the Canadian West, the Deputy Minister of Agriculture for Manitoba estimated in 1904 an area of 75,000,000 acres suitable for farming in Manitoba and the North West, and the wheat production of this area in 1912 would be calculated at 550,000,000 bushels, or one and a half times as much as the whole of the British importation of wheat at the present time. Dr. Saunders, Director of Canadian Government Experimental Farms, states the possible wheat production of the Canadian West alone (one-fourth of the wheat area being under or annually) to be 800,000,000 bushels, of which more than 60,000,000 bushels would be available for export, or three times the present British needs."

"The development of food production in the Colonies and India in recent years is shown in the rapid increase of importation into the United Kingdom. Comparing the period 1892-6 with 1902-6, it is seen that the average annual importation of wheat and flour from British possessions has grown from 141 to 391 million hundredweights (274 to 674 million bushels). The British imports from foreign countries have declined in the same period from 834 to 774 million hundredweights (157 to 145 million bushels) or 71 per cent."

"The increase in meat imports from British possessions has been from an annual average of 3,668,000 cwt. in the period 1892-6 to 5,048,000 cwt. in the period 1902-6, or 1,380,000 cwt., which is 33 per cent. The foreign meat supplies have increased by 4,872,000 cwt. in the same period, or 42 per cent."

"Imports of butter from British possessions have grown from an annual average of 268,000 cwt. in the period 1892-6 to 350,000 cwt. in 1902-6, an increase of 82,000 cwt. per annum, or 27 per cent. The increase in foreign supplies has been 980,000 cwt. per annum, or 43 per cent. The importation of cheese from British possessions averaged 1,928,000 cwt. per annum in the period 1902-6, compared with 1,176,000 cwt. in 1892-6, an increase of 752,000 cwt., or 64 per cent. The import of oleaginous products from British possessions in the same period declined by 388,000 cwt. per annum, or 36 per cent."

"On the subject of imports into the Colonies the Commission says:—'The Canadian preference was introduced in 1897; the New Zealand preference in 1903, and the Australian preference in 1907. The exports from the United Kingdom to the three Colonies together averaged 2½ millions in 1892-6. In 1902-6, that is, when the three Colonies were operating on a free basis, the exports were 36 millions, an increase of over 50 per cent., while the figure in 1907 was nearly 50 millions, or considerably more than double the average for 1892-6.'

"Whereas the United Kingdom trade with the three Colonies increased in the twenty years by 211,400,000, or 283 per cent., the foreign trade with them increased by 238,000,000, or 187 per cent. In 1886 the British share of the Colonial import was nearly 50 per cent. larger than the foreign share. In 1906 it was 30 per cent. smaller. The first Colonial preference was that of Canada in 1897. Up to that time the amount of British trade with the three Colonies was on the decline. The decline has since been stayed, but the rate of increase is less than the rate of increase of the foreign trade with other countries. The reason being that the population of these three Colonies has increased 50 per cent. in the last twenty years, it is seen that British trade per head of the Colonial population has actually declined, while the foreign trade has increased by more than 90 per cent. per head."

BANKERS ON TRADE.

Sir Felix Schuster, presiding at the meeting of the Union of London and Smiths Bank, took no pessimistic view of trade prospects. The reduction in the volume of trade shown by the Board of Trade returns has not been unexpected, he said. "The activity of the past year was quite abnormal, and the crisis in the United States had made itself severely felt, owing to the diminution of purchasing power in that country, and in many trades the exports to the United States abruptly ceased. The industry of the whole of Europe was affected. As regarded the United Kingdom, he did not think that the trade returns gave cause for any anxiety. Indeed, there seemed signs of an approaching improvement. The depreciation of gold-edged securities had done much to aid the prospect for the current half-year did not seem very promising to bankers. A good deal depended upon the harvest, which, so far, gave fair promise in this country."

"Should the anticipation of better trade be fulfilled, a revival in the money market and higher rates for money were looked for. If the price of high rates was at an end, that fact alone would be a stimulus to trade, and the bankers could not fail to benefit."

600 PEACE DELEGATES IN LONDON.

The sixteenth Universal Congress of Peace, which opened at Caxton Hall, London last month was attended by more than 600 delegates from twenty-two countries.

Some idea of the interest taken in the gathering may be found in the following table showing some of the countries represented, with the number of delegates each is sending:—

Italy 30, Poland 20, France 20, Germany 30, Japan 9, Two delegates come from South Africa—Mrs. Saul Solomon and Mrs. Hawkin, General Botha's sister. Geylon sent two Buddhist representatives, Mr. and Mrs. de Silva. The subjects under discussion were various and included "Limitation of armaments," "Organisation of national life," and "workmen's questions."

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CHATEAU MARGAUX, PER DOZEN QUART BOTTLES	\$18.00
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THE GERMAN VOLUNTEERS AT SHANGHAI.

THE BIRTHDAY OF PRINCE HENRY OF PRUSSIA.

An interesting ceremony, which attracted the attention of a large number of spectators, Chinese and foreign, took place on the Bund fore-shore, lower the 11th milestone, last Friday. The occasion was the birthday of H. R. H. Prince Henry of Prussia, who is Honorary Commander of the German Co. S. V. C. About 5.15 p.m. some fifty blue-jackets from S. M. S. Jaguar formed up in double ranks facing the 11th milestone, and a quarter of an hour later, headed by a detachment of mounted police and the Town Band, the German Company arrived upon the scene. I was drawn up in two ranks, facing the road, and while the band played a first air, Lieut. Colonel Watson, Commandant of the S.V.C. accompanied by Herr von-Bari, German Consul-General, the Commander of S. M. S. Jaguar, Captain Schellhose, and Lieut. Fayon, inspected the company. The inspection over the order "slopes arms!" was given, and Captain Schellhose, proceeding to the front of his men, addressed them as follows:

"A year has passed since the German Company assembled here to celebrate in military style the birthday of H. R. H. Prince Henry of Prussia. Not all those who took part in that parade are still in our ranks; many have been called away from Shanghai by their professions, and their places have been taken by young recruits. Continual change is the fate of all corps. So, too, have we heard that our esteemed Commandant, Colonel Watson, is to leave us in the autumn, and in these circumstances we rejoice all the more to have the opportunity to-day of being inspected by him, and we thank him for the honour he has conferred upon us. We also thank heartily our Consul-General, Herr von-Bari, as well as the Commander of S. M. S. Jaguar, our comrades in the S.V.C., and all those who have come here to-day to take part in our celebration. Now for the meaning of the day to the Company. Comrades, we know what a lively interest His Royal Highness takes in us, an interest that is based on the good spirit and efficiency which prevailed in the Company when he made its acquaintance here in Shanghai. Let us take care that in spite of all inevitable changes our traditions are held fast, and that the spirit of the Company remains the same. Our whole task is to maintain those traditions of efficiency that have been handed down to us and still further to develop them, so that the Company retains its fine reputation and remains serviceable Shanghai volunteers. Pledging ourselves to this ideal we wait our loyal congratulations over the wide sea to H. R. H. Prince Henry of Prussia, the Company presented arms and we confirm our vows and our wishes with the cry—'Our noble Patron, H. R. H. Prince Henry of Prussia.'"

At the conclusion of this stirring speech the Company gave three loud "Heels" for Prince Henry. Then an exhibition of drill took place. The Company marched and counter-marched along the grass plot, giving several exhibitions of the "Trot" and finishing up with field exercises. Again forming into double ranks, the Company was addressed by Colonel Watson, who expressed his gratification at its high state of efficiency. Before the order "Dismiss" was given Captain Schellhose promoted Ptes. Durlach and Albert to the rank of Corporal. N. C. Daily News.

VERMIN AND DISEASE.

In the hall of the Royal Society of Medicine, Hanover-square, last month, a discussion took place, under the auspices of the Incorporated Society for the Destruction of Vermin, on "Vermin as Disease-carriers." Sir Patrick Manson presided. Dr. Louis Sambon, Lecturer to the London School of Tropical Medicine, introduced the subject, and remarked that it was connected with one of the most important problems of preventive medicine. The majority of our diseases were common to some of the lower animals. Many were, strictly speaking, animal diseases, only occasionally attacking man. He alluded to the part played by the black rat in the spread of plague, and referring to birds as carriers of disease he said he was suspicious of the sparrow. The power for mischief of the mouse was unbounded, and until quite recently it had been entirely ignored. Investigation would prove it to be the deadliest of our household pests. He pointed to disease carried by vermin, and gave instances showing the important measures taken against vermin by the ancients. Sir Patrick Manson remarked that they must endeavour to convince the public on this question and interest them in such a way that they would be prepared to find the means necessary to carry out a campaign against those animals so inimical to the human race. On the conclusion of the discussion a resolution was passed expressing the opinion that in view of the importance of the relation of diseases of animals to the diseases of man, and the role played by animals in their transmission to man, the society should devote themselves to the study of the subject, and that the Society should place the results at the disposal of the country and be authorized to issue subscriptions to carry out the work and the publication of the researches.

A NEW ISLAND IN THE PACIFIC

According to "La France Maritime" a Japanese explorer has discovered a new island, which has been called Nishigawa, and which lies 240 leagues in the north Pacific Ocean, is surrounded by flat reefs, and the water between them and the land is filled with fishes, shell-fish, pearls, and coral in abundance. There are huge blocks of phosphate of calcium on the reefs, and these blocks can be worked to supply artificial manure for fifty or sixty years. The explorer who found the island was led thither by a flock of birds of the species called *condor*. At first he did not pay much attention to the birds, but he found that their plumage was valuable, and could be sold in the markets of Europe. Houses have been built on Nishigawa, and in one of them 300 labourers are lodged. The temperature and climate are the same as those of the southern part of Formosa, but the flora is tropical. There are no wild animals, no reptiles, and no insects on the island; the only quadruped is of the rat tribe, and it is as large as a rabbit. There are no sparrows, and the dripping water comes from walls.

THE FAR EAST.

SEDITIOUS PRESS CONFISCATED. A St. Petersburg despatch, dated July 20, states:—Further light is thrown upon the sorry outlook in the Far East by a telegram just received from Vladivostok and announcing that a quantity of newspapers printed at Harbin and known to be of strong revolutionary propaganda tendencies have been seized and confiscated on their arrival at Vladivostok. The Chinese authorities established a Customs station at "Manchuria," and the result is "most burdensome" to Russian trade. It is reported that the Chinese Customs officials are "great formalists," and that they keep waiting for days at a time loads of railway material, which after all is duty-free; but if there happens to be the most trivial absence of doing so, the Chinese persist in keeping the Russian goods until they see fit to allow them to enter Manchuria.

BANKS

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HANDELSBANK**
(NETHERLANDS INDIA COMMERCIAL BANK.)
ESTABLISHED 1863.

Authorised Capital	Fl. 15,000,000 (£1,250,000)
Subsribed Capital	Fl. 10,000,000 (Paid up)
Reserve Fund	Fl. 2,200,517.37 (£183,378)

HONGKONG—INTEREST ALLOWED.
On Current Account at the rate of 2 per cent
per annum on the daily balance.
On fixed deposits for 12 months 5% per annum
" " " 6 " 4% " "
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TAKEO TAKAMICHI,
Manager.
Hongkong, 24th March 1908. 524

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MAATSCHAPPI.
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(about 2479,407

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J. L. VAN ROUTEN, Agent,
Hongkong, 16th July, 1903. 25

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CAPITAL FULLY PAID UP...Sh. Tals 7,500,000.
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A. KOEIN,
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Hongkong, 4th December, 1907. 24

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at the rate of 2 per cent. per annum on the
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for 6 " 3½ "
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JOHN ARMSTRONG,
Manager.

Hongkong, 14th May, 1908. 115

THE MERCANTILE BANK OF
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PAY-UP	562,000
RESERVE FUND	210,000

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LONDON JOINT STOCK BANK, LIMITED.

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For 12 months	4 per cent.
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EVAN ORMISTON,
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Hongkong, 15th August, 1908. 1018

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FIRST FLOOR OF No. 6, Queen's Road,
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Hongkong, 7th-April, 1908. 96

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—D. TOHDOW, Manager.
Hongkong, 5th April, 1907. 783
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W. M. ANDERSON,
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Hongkong 8th April, 1908. 1103

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PAID-UP CAPITAL \$15,000,000
RESERVE FUNDS:—

STEELING
\$15,000,000 at 2/== \$15,000,000
SILVER \$13,500,000
\$28,500,000
RESERVE LIABILITY OF PROP'ORS \$15,000,000

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J. R. M. SMITH,
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Hongkong, 31st July, 1908. 20

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For the HONGKONG AND SHANGHAI BANKING CORPORATION,
J. R. M. SMITH, Chief Manager,
Hongkong, 12th January 1907. 21

NOTICES TO CONSIGNEES

FROM EUROPE.

NOTICE TO CONSIGNEES.

THE H.A.L. Steamship

Captain Deane, having arrived, Consignees of Cargo are hereby requested to send in their bills of Lading for counter-signature by the Underwriter, and to take immediate delivery of their goods from alongside.

Optional Cargo will be forwarded unless notice to the contrary be given before To-day. Any Cargo impeding her discharge will be landed at Consignees' risk into the hazardous and/or extra hazardous Godowns of the Hongkong and Kowloon Wharf and Godown Company, Limited, and stored at Consignees' risk and expense.

All Claims must be presented within ten days of the steamer's arrival here after which date they cannot be recognized.

No Claims will be admitted after the Goods have left the Godowns, and all Goods remaining undelivered after the 21st August will be subject to rent.

All broken, chafed, and damaged Goods are to be left in the Godowns, where they will be examined on the 20th August, at 3 P.M.

No Fire Insurance has been effected.

HAMBURG-AMERICA LINE.

Hongkong Office.

Hongkong, 14th August, 1903. 1181

S.S. "AUSTRALIAN."

COMPAGNIE DES MESSEGERIES MARITIMES.

NOTICE.

CONSIGNEES of Cargo from London ex

s.s. "Douro," and "Mélina" from Havre

ex s.s. "Adour," from Bordeaux are hereby

informed that their Goods, with the exception of

Clothing, Pressure and Valuable, are being

landed and stored at their risk into the

hazardous and/or extra hazardous Godowns of

the Hongkong and Kowloon Wharf and Godown

Company, Ltd., at Kowloon, whence delivery

may be obtained immediately after landing.

Optional Cargo will be forwarded on unless

intimation is received from the Consignees

before Noon, To-day, requesting it to be

landed here.

Bills of Lading will be countersigned by the

Underwriter, Goods remaining undelivered after

Monday, the 24th inst., at Noon, will be

subject to rent and landing charges.

All Claims must be sent in to me on or before

the 24th inst., or they will not be recognized.

All damaged packages will be examined on

Monday, the 24th inst., at 3 P.M.

No Fire Insurance has been effected.

W. NALIN, Acting Agent.

Hongkong, 17th August, 1903. 1182

"MOGUL" LINE OF STEAMERS.

NOTICE TO CONSIGNEES.

S.S. "MACDUFF."

FROM GLENASHAW, LIVERPOOL AND STRAITS.

CONSIGNEES of Cargo are hereby

informed that all Goods are being landed at

their risk into the Godowns of the Hong-

kong and Kowloon Wharf and Godown Com-

pany, Limited, and stored at their risk, whence

delivery may be obtained.

No Claims will be admitted after the Goods

have left the Godowns, and all Goods remaining

undelivered after the 24th inst., will be subject

to rent.

All Claims against the Steamer must be pre-

sented to the Underwriter on or before the 31st

inst., or they will not be recognized.

All broken, chafed, and damaged Goods are

to be left in the Godowns, where they will be

examined on the 24th inst., at 11 A.M.

No Fire Insurance has been effected.

Bills of Lading will be countersigned by

W. NALIN, Acting Agent.

Hongkong, 18th August, 1903. 1197

"SHIRE" LINE OF STEAMERS, LTD.

NOTICE TO CONSIGNEES.

FROM HAMBURG, MIDDLESBOROUGH,

LONDON, COLOMBO AND STRAITS.

THE Steamship

"GLAMORGANSHIRE."

Captain Norris, having arrived from the

above Ports, Consignees of Cargo are hereby

informed that their Goods are being landed at

their risk into the Godowns of the Hongkong

and Kowloon Wharf and Godown Company,

Limited, and stored at Consignees' risk and

expense.

All broken, chafed, and damaged Goods are

to be left in the Godowns, where they will be

examined on MONDAY, the 24th August, at 3 P.M.

All claims must be presented within fifteen

days of the steamer's arrival here after which

date they cannot be recognized.

No Claims will be admitted after the Goods

have left the Godowns, and all Goods remaining

undelivered after the 24th August, will be sub-

ject to rent.

No Fire Insurance has been effected.

Bills of Lading will be countersigned by

SHEWAN, TOMES & CO., Agents.

Hongkong, 18th August, 1903. 1198

NOTICE TO CONSIGNEES

NORTHERN PACIFIC STEAMSHIP COMPANY.

NOTICE TO CONSIGNEES.

STEAMSHIP "KUMERIC,"
FROM TACOMA, VICTORIA, YOKO-
HAMA, KOBE, MOJI, AND
MANILA.

THE above Steamer having arrived, Con-
signees of Cargo are hereby requested to
send in their Bills of Lading for counter-
signature and to take immediate delivery of
their Goods from alongside.

Cargo impeding the discharge of the Vessel
will be landed and stored at Consignees' risk
and expense.

No Fire Insurance will be effected by us
in any case whatever.

DODWELL & CO., LIMITED,
Agents.

Hongkong, 18th August, 1903. 8

NOTICE TO CONSIGNEES.

"GLEN" LINE OF STEAMERS.

FROM ANTWERP, HULL, LONDON AND STRAITS.

THE Steamship

"GLENLOCHY."

having arrived from the above Ports, Consignees
of Cargo by her are hereby informed that their
Goods are being landed at their risk into the
Godowns of the Hongkong and Kowloon
Wharf and Godown Co., Ltd., at Kowloon, where
each consignment will be sorted out mark by
mark, and delivery can be obtained as soon as
the Goods are landed.

Goods not cleared by the 26th inst., will be
subject to rent.

No Fire Insurance will be effected.

All damaged packages must be left in the
Godowns, where they will be examined on the

26th inst., at 11 A.M.

No claims will be recognized if not presented
within 14 days of the ship's arrival.

MCGREGOR BROS. & GOW,
Agents.

Hongkong, 19th August, 1903. 1201

NOTICE TO CONSIGNEES.

THE P. & O. S. N. Co.'s Steamer.

"MALTA."

FROM BOMBAY, COLOMBO AND STRAITS.

Consignees of Cargo by the above-named
vessel are hereby informed that their Goods are
being landed and placed at their risk into the
Godowns of the Hongkong and Kowloon
Wharf and Godown Company, Limited, at Kowloon, whence
delivery may be obtained as soon as the
Goods are landed.

This vessel brings on Cargo—

From London, S. S. Co. ex s.s. "India."

From Calcutta, S. S. Co. ex s.s. "Saila."

From Persian Gulf ex B. I. S. N. &
B. P. S. N. Co.'s Steamers.

Optional goods will be landed here unless
intimation is given to the contrary before 6 hours.

Goods not cleared by the 25th inst., at 4 P.M.,
will be subject to rent.

No Fire Insurance will be effected by me in
any case whatever.

Damaged packages must be left in the Go-
downs for examination by the Consignees, and
the Company's representatives at an appointed
hour.

All Claims must be presented within ten
days of the steamer's arrival here, after
which date they cannot be recognized.

No Claims will be admitted after the Goods
have left the Godowns, where they will be
examined on the 24th inst., at 3 P.M.

No Fire Insurance has been effected.

Bills of Lading will be countersigned by

DODWELL & CO., LTD., Agents.

Hongkong, 19th August, 1903. 1185

"BEN" LINE OF STEAMERS.

NOTICE TO CONSIGNEES.

S.S. "BENLAWERS."

FROM LEITH, ANTWERP, LONDON
AND STRAITS.

CONSIGNEES of Cargo are hereby

informed that all Goods are being landed at

their risk into the Godowns of the Hong-

kong and Kowloon Wharf and Godown Com-

pany, Limited, and stored at their risk, whence

delivery may be obtained.

No Claims will be admitted after the Goods

have left the Godowns, and all Goods remaining

undelivered after the 24th inst., will be subject

to rent.

All Claims against the Steamer must be pre-

sented to the Underwriter on or before the 31st

inst., or they will not be recognized.

All broken, chafed, and damaged Goods are

to be left in the Godowns, where they will be

examined on the 24th inst., at 11 A.M.

No Fire Insurance has been effected.

Bills of Lading will be countersigned by

W. NALIN, Acting Agent.

Hongkong, 18th August, 1903. 1197

"SHIRE" LINE OF STEAMERS, LTD.

NOTICE TO CONSIGNEES.

FROM HAMBURG, MIDDLESBOROUGH,

LONDON, COLOMBO AND STRAITS.

THE Steamship

"GLAMORGANSHIRE."

Captain Norris, having arrived from the

above Ports, Consignees of Cargo are hereby

informed that their Goods are being landed at

their risk into the Godowns of the Hongkong

and Kowloon Wharf and Godown Company,

Limited, and stored at Consignees' risk and

expense.

All broken, chafed, and damaged Goods are

to be left in the Godowns, where they will be

examined on MONDAY, the 24th August, at 3 P.M.

All claims must be presented within fifteen

days of the steamer's arrival here after which

date they cannot be recognized.

No Claims will be admitted after the Goods

have left the Godowns, and all Goods remaining

undelivered after the 24th August, will be sub-

ject to rent.

No Fire Insurance has been effected.

Bills of Lading will be countersigned by

SHEWAN, TOMES & CO., Agents.

Hongkong, 18th August, 1903. 1198

AN ANGLO-CHINESE COLLEGE.

The Anglo-Chinese College in Amoy is one
of the most interesting institutions in the
Treaty ports of China. There are many sorts
of schools and colleges all over the Empire, but
probably this College has no equal as a secular
institution, nominally under the patronage of
the English Presbyterian Mission and the Lon-
don Missionary Society. It began as a small
school of 50 or 40 boys under the charge of Rev.
J. Sadler, zealous missionary, who has spent
most of his life in this region. It was taken
over in 1900 by Mr. H. F. Rankin, formerly
of the Eastern School, Singapore. When that
excellent institution was closed owing mainly to
the short sightedness of some Singapore busi-
nessmen, Mr. Rankin was offered every encourage-
ment by Dr. Freeland Barbour of Edinburgh to
undertake the establishment of an Anglo-
Chinese College in purely secular lines in
Amoy, though there is no morning service and
also Y.M.C.A. for Christians. The local Com-
mittee of the London Missionary Society for-
tunately also held very liberal views on the
subject of education, so that what was
considered too much for Singapore came to stay
and flourish on this tiny island of Kulang-
shan, the foreign settlement of the Treaty port of
Amoy on the Fujian coast, midway between
Swatow and Foochow.

The island of Kulangshan is a very interesting
little place. It is practically an old Chinese
city. As it just measures about a square
mile and the greater part of it is steep
and covered with great boulders, the space
available for building is not large. It has on
the south-west side a beautiful beach where the
shores are white with sand. On the banks there
are a few straggling trees, so rare even in this
condition in any part of China. To the casual
observer, the land looks forbidding and bare,
and yet on closer inspection the eye, that has
been used to hold communion with Nature,
soon discovers in the seeming wilderness of
rocks, abundance of animal and vegetable forms.
Robins, fowls, grasses, eagles, ferns, violets,
species of coral and a great number of shrubs
and trees endeavor to assert their birthright.
But the great feature of Kulangshan is the
abundance of huge granite boulders in many
fantastic shapes, scattered and heaped about in
the most curious and sometimes ludicrous fashions.
An interesting French artist, whose profession
in Art is purely Platonic, and who in social life
is a man of business, sees in these rocks a
perfect school of art. He actually sees the
lineaments of the wicked one.

The climate is excellent. The south coast of
China is humid and hot during summer. But
Amoy is perhaps better than anywhere else along
the coast. In the winter, though the north-east
winds are cold, yet the sun is always bright for
a great part of the day. The configuration of
the island makes drainage easy, and therefore
the roads, which are clean and well kept, are
free from mud. The soil is mainly of volcanic
origin, and is very fertile. The slash and
burn system is common in Chinese cities are
conspicuously absent.

The school or college is excellently situated
on the south slope of a hill. The building is
quite modern, and is provided with spacious
verandahs. Planned by Mr. Rankin himself,
and built under his supervision, the buildings
are, as every one here says, superb to the
Principal. There is a large lecture hall, chemi-
cal laboratory, and a large dormitory, besides
dining hall and class rooms. Fortunate they
are also a good piece of level parade ground,
where a company can easily be put through the
various forms of physical and military drill in
vogue here. Mr. Rankin, being formerly a
Volunteer officer, takes the greatest interest in
drilling his boys.

The school was founded to provide the
Chinese with a liberal elementary education,
so that through this, the association of
East and West is amiable and numerous.
The school is founded on the basis of
religion, but it is believed by the founders
that true education, having truth for its
foundation, will not be found inimical to
the interests of true religion, and in fact, as we
can testify from actual knowledge of incidents
in the life of the pupils of this college, such an
education has proved, in this college, at least,
a most ally of religion. Mr. Rankin has
probably influenced more young men for good
mentally and even religiously, than many
a professional missionary.

The college is less than seven years, if we do
not count the preliminary year of preparation.
The boys are well grounded in English,
Chinese written language and Mandarin. But
the chief feature of the training is its decidedly
scientific character. We do not know anywhere
in the East except Japan, where the boys are
so carefully and systematically trained in
science. They are taken through the whole
gamut of the series of mathematical
studies short only of the transcendental
branches. Then they are given the sciences
on practical instruction. For instance, physi-
cal biology, physiology, anatomy and
geography. Nor is music forgotten. The
care of the health is also attended to.
Physical and other drills are gone through,
and some of the movements made by those boys
would make some Singapore Volunteers quite
jealous could they but see them. Surely there
we see on eager desire to acquire more science in
corporate sense.

Boys come here from all parts of the neigh-
boring region, and also from the far East. In
the boarding establishment they are in charge of a
Chinese resident superintendent, who is super-
vised by Mr. Rankin and his European assistant.
Both Mr. Rankin and his assistant, Mr.
Anderson, M. A., Aberdeen, reside in the school
house.

Mr. H. F. Rankin is a man who might have
made a name for himself in Europe as a scientific
man, just as his brother, Mr. Angus Rankin,
one of the foremost meteorologists of Bu. op.
But he has unselfishly sacrificed the grandeur
and delight of Europe and his chance of making
a name for himself, to remain on this barren
rock in exile, and in this great and noble work
he is seconded in a remarkable way by Mrs.
Rankin, a lady who also is a trained and
experienced educationalist of high order. But
we have one fault to find with Mr. Rankin, and
that is that in his eagerness to think and work
for others he often suffers from neglecting to
work first for himself. No doubt his many
pupils love him. This is known, and in the
island he is to many a Chinese or foreigner,
the philosopher, guide and friend. Singapore Free
Press.

ADMIRAL ROZHDESTVENSKY.

After publishing obituary notices of Admiral
Rozhdestvensky the St. Petersburg papers
discovered that the news of his death was false.
They were very much at a loss to explain the
error. Hundreds of telegrams of condolence
were received by Mrs. Rozhdestvensky, who is
residing near St. Petersburg. The Admiralty
had arranged for requiem services; then sud-
denly came a message from the Admiral's Naumkin
saying that he was alive and improving. Later
reports state that his health is distinctly better.
It is even suggested that the incident provided
a much-needed fling.

THE BRITISH ARMY CRISIS.

CABINET'S DECISION.

The Lobby Correspondent of the Daily Tele-
graph writes: "There is no likelihood of the
drastic scheme for the reduction of the Army
formulated by Mr. Winston Churchill, being
adopted by the Cabinet, though some of the
proposals are regarded with favour. In the
existing international situation the Govern-
ment have been advised that any such
scheme as was foreshadowed would not only
cause a violent agitation throughout the coun-
try, but would have a serious effect on the
money market, and possibly on our foreign
relations, and the development of the policy of
entente. On military grounds the scheme
could not have been decided by any possible
line of reasoning, and it would have had to
be revealed boldly as a political measure adopted
solely with a view to assisting the Chancellor
of the Exchequer to balance his Budget in the
spring. The suggestions were of a most revolu-
tionary character, and could have been carried
through only by a united Cabinet, supported by
the full strength of the party in the House of
Commons, and almost from the first it was
apparent that no such measure of unanimity
could be anticipated. Either among the Prime
Minister's colleagues or in the wider sphere of
the party.

Opposition to the scheme has come from
quarters from which it was little anticipated.
It is possible that it was little anticipated.
By day opinion against it in Government circles
has been steadily growing. So far the only
member of the Cabinet who has spoken out on
the matter is Mr. Augustine Birrell, who, from
his anti-socialist and particularly from his
association with the Nonconformists over the
Education Bill of 1906, has been regarded as a
supporter of the "Little Army" section of the
party. Mr. Birrell's outspoken expression of his
view, though it has not been in adequate defence,
and his view that no further reductions in the
cost of the Army or Navy are to be looked for,
has consequently occasioned some surprise, but
only among people unfamiliar with the right
hon. gentleman's views on this subject. He has
seldom had occasion to take any part in
such discussions, but those who are intimate
with him claim that he has always been abso-
lutely consistent in opposing any hasty inter-
ference with the present standard of our de-
fence arrangements.

It may be added that the scheme of Mr.
Winston Churchill was elaborated, not at the
Board of Trade, but at the War Office itself.
The right hon. gentleman had practically in-
qu coastal powers delegated to him to work out
his rough ideas in greater detail. With charac-
teristic determination and quickness, he de-
voted himself to a study of the existing Army
machinery, and had access to all the necessary
officials to enable him to formulate his pro-
posals. As a result, he suggested, it is under-
stood, root and branch reductions. He would
have applied the scythe to the Garrison Artil-
lery, and the engineer and infantry branches of
the Army would have suffered heavily.

Almost from the first, however, the scheme
was seen, on examination, to be too ambitious.
It was planned on a large scale. No further
steps will be taken with the proposals, as a
concrete plan for Army reductions, but some of
the less drastic proposals are regarded with
favour by a large section of the Cabinet, and
may be adopted with a view to assisting the
Chancellor of the Exchequer and meeting, in
some measure, the more urgent demands of the
advanced Radicals in the House of Commons,
and their supporters in the country.

PENINSULAR AND ORIENTAL
STEAM NAVIGATION COMPANY.

FOR	STEAMERS	TO SAIL	REMARKS
LONDON VIA USUAL PORTS DELTA	DELTA	22nd Aug.	See Special of C.A.L.
LONDON AND ANTWERP	SYRIA	About 26th Aug.	Freight and Passage.
ANGLO-SINGAPORE PEN-ANG, COLOMBO PORT SAID AND MARSEILLES	Capt. D. C. Gregor, R.N.E.	Aug.	Passage.
SHANGHAI, KOBE, NOKO, and YOKOHAMA	Capt. G. Phillips	About 28th Aug.	Freight and Passage.
SHANGHAI	DEVANHA	About 3rd Sept.	Freight and Passage.

For further Particulars, apply to

F. J. ABBOTT,
Acting Superintendent.

Hongkong, 21st August, 1908.

CHINA NAVIGATION CO.,
LIMITED.

SAILINGS SUBJECT TO ALTERATION.

FOR	STEAMERS	TO SAIL
NINGPO AND SHANGHAI	"YOHOW"	On 21st Aug., 4 P.M.
HOIHOW AND HAIPHONG	"CHIEH"	On 23rd Aug., 8 A.M.
SHANGHAI AND CHINKIANG	"FOOCHOW"	On 24th Aug., 4 P.M.
MANILA	"TEAN"	On 25th Aug., 4 P.M.
SWATOW, CHEFOO & TIENTSIN	"KUEICHOW"	On 28th Aug., 4 P.M.
CEBU AND LOILO	"KALPONG"	On 28th Aug., 4 P.M.
MANILA ZAMBOANGA, THURSDAY ISLAND, OKTOWN, CAIBS, TOWNVILLE, BRISBANE, SYDNEY, with Transhipment for TASMANIA, NEW ZEALAND, ADELAIDE, FREMANTLE and PERTH	"CHANGSHA"	On 2nd Sept., 4 P.M.

MANILA STEAMERS & TIENTSIN STEAMERS have superior Passenger accommodation with Electric Light throughout and Electric Fans in the Saloons and Dining Saloon.

AUSTRALIAN STEAMERS have superior accommodation with Electric Light throughout and Electric Fans in the Saloons. A daily qualified Surgeon is carried. Cargo booked through for all Australian, New Zealand and Tasmanian Ports.

SHANGHAI STEAMERS have good Saloon Passenger accommodation and take cargo on through Bills of Lading to all Yangtze and Northern China Ports.

REDUCED SALOON FARES, SINGLE AND RETURN, TO MANILA AND AUSTRALIAN PORTS.

For Freight or Passage, apply to—
HONGKONG 21st August 1908.

BUTTERFIELD & SWIRE.

HAMBURG-AMERIKA LINIE
HAMBURG.

EAST ASIATIC FREIGHT SERVICE.

Regular Sailings from JAPAN, CHINA and PHILIPPINES, via STRAITS and COLOMBO, to HAVRE, BREMEN and HAMBURG and to NEW YORK.

TAKING Cargo at Through Rates to all European North Continental and British Ports, also Trieste, Lisbon, Oporto, Marseilles, Genoa, and other Mediterranean, Levantine, Black Sea and Baltic Ports, and all North and South American Ports. Also via Aden or Port Said, by the Company's "Arabian and Persian Service" to Arabian and Persian Gulf Ports.

NEXT SAILINGS FROM HONGKONG:

OUTWARD	HOMEWARD
FOR SHANGHAI, YOKOHAMA & KOBÉ: S.S. BRASILIA ... 27th August	FOR HAVRE, DUNKERQUE & HAMBURG: S.S. SILVIA ... 23rd Aug.
FOR SHANGHAI, YOKOHAMA & KOBÉ: S.S. SILESIA ... 10th September	FOR MARSEILLES, ANTWERP & HAMBURG: S.S. SLAVONIA ... 11th Sept.
FOR SHANGHAI, YOKOHAMA & KOBÉ: S.S. SAMBIA ... 16th September	FOR DUNKERQUE, ANTWERP & HAMBURG: S.S. SPEZIA ... About Mid. of Sept.
FOR SHANGHAI, YOKOHAMA & KOBÉ: S.S. SUEVIA ... 25th September	FOR HAVRE & HAMBURG: S.S. AMBRIA ... 20th Sept.
FOR SHANGHAI, YOKOHAMA & KOBÉ: S.S. SENEGAMBIA ... 10th October	FOR HAVRE & HAMBURG: S.S. BRASILIA ... 4th Oct.
FOR SHANGHAI, YOKOHAMA & KOBÉ: S.S. BELGRAVIA ... 17th October	FOR HAVRE & HAMBURG: S.S. SILESIA ... 18th Oct.

COAST SERVICE

TSINGTAU, NAGASAKI AND "KOWLOON" ... On 26th Aug.

Further Particulars, apply to—

HAMBURG-AMERIKA LINIE,

Hongkong, 21st August, 1908.

Hongkong Office.

12

OSAKA SHOSEN KAISHA

REGULAR STEAMSHIP SERVICE BETWEEN
HONGKONG, SOUTH CHINA COAST PORTS
AND FORMOSA.PROPOSED SAILINGS FROM HONGKONG—
SUBJECT TO ALTERATION.

FOR	THE CO.'S S.S.	LEAVING
TAMSAI VIA SWATOW	"JOSHIN MARU"	SUNDAY, 23rd Aug., at 9 A.M.
AMOI	Capt. Y. KAWABAKI	

A Reduction of 20 Per Cent. will be made on First and Second Class Fares to Foochow, until further Notice.

These new Steamers have excellent accommodation for First and Second Class Passengers and are fitted throughout with electric light. First-class Cabins Ample, Unrivaled Table.

Taking Cargo on through Bills of Lading to all Yangtze and North China Ports. For Freight, Passage, and further information, apply at the Company's local Branch Office, Second Floor, No. 1 Queen's Buildings.

Hongkong, 21st August, 1908.

T. ARIMA, Manager.

INDO-CHINA S. NAV. CO., LD.

PROJECTED SAILINGS FROM HONGKONG (SUBJECT TO ALTERATION).

FOR	STEAMERS	TO SAIL
SHANGHAI VIA SWATOW	"KWONGSANG"	Friday, 21st Aug., Noon.
MANILA	"YUENSANG"	Friday, 21st Aug., 4 P.M.
TIENTSIN VIA SWATOW	"CHIPSING"	Saturday, 22nd Aug., 4 P.M.
WUHAIR & CHEFOO	"KUMSANG"	Tuesday, 25th Aug., 3 P.M.
SINGAPORE, PENANG & CALCUTTA	"LOONGSANG"	Friday, 29th Aug., 4 P.M.
SHANGHAI, YOKOHAMA, KOBÉ AND MOJI	"NAMSANG"	Tuesday, 15th Sept., Noon.

RETURN TOURS TO JAPAN.

OCCUPYING 21 DAYS.

The steamers "KUMSANG," "NAMSANG" and "YUENSANG" leave about every 3 weeks for Shanghai and Yokohama returning via Kobe (Inland Sea) and Moji to Hongkong, providing a stay of 5 to 6 days in Japan, if passengers leave the steamer at Yokohama and rejoin at Kobe.

These vessels have all modern improvements and are fitted throughout with Electric Light. A daily qualified surgeon is also carried.

Steamers have superior accommodation for First-Class Passengers and are fitted throughout with Electric Light.

Taking Cargo on Through Bills of Lading to Yangtze Ports, Chosio, Tientsin and Newchwang.

Telephone No. 61

For Freight or Passage, apply to JARDINE, MATHESON & Co., LTD.,
Hongkong, 21st August, 1908.

GENERAL MANAGERS.

16

EAST ASIATIC CO., LD.,
COPENHAGEN, SINGAPORE, BANGKOK & SHANGHAI.
RUSSIAN EAST ASIATIC CO., LD.,
ST. PETERSBURG & VLADIVOSTOK.
SWEDISH EAST ASIATIC CO., LD.

GOTHENBURG.

PROJECTED SAILINGS FROM HONGKONG.
SUBJECT TO ALTERATION.

DESTINATION	STEAMERS	DATE OF SAILING
SINGAPORE, CALCUTTA & COLOMBO	"ALCONIA"	On 28th August.
VLADIVOSTOK	"LITUANIA"	End of August.
MARSEILLES	"HAYRE"	End of August.
COPENHAGEN	"CATHAY"	Middle of Sept.

For Further Particulars, apply to
Hongkong, 20th August, 1908.

MELOCHERS & CO.

AGENTS.

CHARGEURS REUNIS

FRENCH STEAMSHIP COMPANY. HEAD OFFICE: PARIS.

ALL ROUND THE WORLD LINE.

OUTWARD via SUEZ:—Antwerp, Dunkirk, La Pallice, Marseilles, Genoa, Naples, Colombo, Singapore, Hongkong, Calcutta, (Peking Tientsin), Kobe, Yokohama, Genoa to Hongkong in 30 Days.

NAPOLES to Hongkong in 29 Days.

Unique Opportunity to make a Tour in North China and Japan with Great Speed, Safety and Comfort.

TRANS-PACIFIC:—Victoria (B.C.), Vancouver, Seattle, San Francisco.

CONNECTING WITH CANADIAN PACIFIC RAILWAY.

Freight to Overland:—Passengers to Overland and Europe } via Vancouver
YOKOHAMA to LONDON and PARIS 26 DAYS

HOMEWARD via MACALLAN STRAITS:—Mexico, River Plate, Brazil, La Pallice, Liverpool.

PROPOSED SAILINGS:

OUESSENT	27th Aug.	CEYLON	28th Nov.
AMIRAL OLY	12th Oct.	CORSE	11th Jan. 09

New Twin Screw, 16,000 tons Displacement, 1st Class accommodation, Splendidly equipped with single berth Cabins.

Intermediate Class and Rates of Passage. All Round the World Tickets by these boats.

For Further Particulars, apply to—

P. NALIN, ACTING AGENT,
FRENCH MAIL OFFICE.

Hongkong, 10th August, 1908.

782

HONGKONG-NEW YORK
AND BOSTON.

AMERICAN ASIATIC STEAMSHIP COMPANY.

FOR NEW YORK AND BOSTON VIA PORTS
AND SUEZ CANAL

(WITH LIBERTY TO CALL AT THE MALABAR COAST).

S.S. "INDRAMAY"

For freight and further information apply to

SHEWAN TOMES & CO.,

GENERAL AGENTS.

Hongkong, 15th August, 1908.

1185

HONGKONG-MANILA.

Highest Class, newest, fastest and most luxurious Steamers between Hongkong and Manila. Saloon amply equipped. Electric Light, Perfect Cuisine. SURGEON and STEWARDESSE carried. All the most up-to-date arrangements for comfort of Passengers.

CHINA AND MANILA
STEAMSHIP COMPANY, LIMITED

STEAMSHIP	TONS	CAPTAIN	FOR	SAILING DATE
ZAFIRO	2540	R. Rodger	Manila	On 22nd Aug. Noon.
RUBI	2540	R. W. Almond	Manila	On 29th Aug. Noon.

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Hongkong, 15th August, 1908.

14

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SUBJECT TO ALTERATION.

DESTINATIONS	STEAMERS	SAILING DATES 1908
MARSEILLES, LONDON and ANTWERP, via SINGAPORE, PENANG, AWA MARU	Capt. S. J. G. Parson, Tons 6112	WEDNESDAY 2nd Sept. at Daylight
COLOMBO and PORT SAID, PORE, via SINGAPORE, AWA MARU	Capt. A. Keith, Tons 6309	WEDNESDAY 16th Sept. at Daylight
VICTORIA, B.C. and SEATTLE, WASH., via SINGAPORE, SEATTLE MARU	Capt. S. Ishikawa, Tons 6320	TUESDAY, 1st Sept. at 4 P.M.
MOJI, KOBE, YOKOHAMA, SHIMIZU and YOKOHAMA	Capt. G. S. Lysprick, Tons 6391	TUESDAY, 15th Sept. at 4 P.M.
SYDNEY and MELBOURNE, via MANILA, THURSDAY ISLAND, TOWNVILLE and BRISBANE	Capt. K. Homma, Tons 3817	FRIDAY, 4th Sept. at Noon
KOBÉ and YOKOHAMA	Capt. T. Harrison, Tons 5559	FRIDAY, 2nd Oct. at Noon
BOMBAY via SINGAPORE, via SINGAPORE, KAGASHIMA MARU	Capt. Wm. Blalbridge, Tons 6189	FRIDAY, 21st August
MOJI and KOBE	Capt. T. Harrison, Tons 5559	WEDNESDAY, 2nd Sept. at Noon
NAGASAKI, KOBE and YOKOHAMA	Capt. T. Harrison, Tons 5559	WEDNESDAY, 2nd Sept. at Noon

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Hongkong, 20th August, 1908.

T. KUSUMOTO,
MANAGER.

350

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STEAMER	FROM	EXPECTED ON OR ABOUT	WILL LEAVE FOR	ON OR ABOUT
TJIMAHU	JAVA	Second half of Aug.	SHANGHAI	Second half of Aug.
TJILATJAP	JAPAN	Second half of Aug.	JAVA	Second half of Aug.
TJIKINI	JAPAN	First half of Sept.	JAVA	First half of Sept.
TJIPANAS	JAVA	First half of Sept.	JAPAN	First half of Sept.
TJILIWONG	JAVA	Second half of Sept.	JAPAN	Second half of Sept.

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STEAMERS	FROM	EXPECTED ON OR ABOUT	WILL LEAVE FOR	ON OR ABOUT
ALBENGA, German str., 2,755, Lorenzen, 16th August—Shanghai 12th August, Tea, Wood Oil and Wool—Carlson & Co.				
ANABA, British str., 1,526, Matlock, 19th July—Hongkong 16th July, Coal—Jardine, Matheson & Co.				
APHRODITE, British str., 2,325, J. H. Smith, 31st July—Marseilles 21st July, Coal—Dodwell & Co.				
BARBA, British str., 2,404, Whyte, 24th July—New York 7th May, and Durban 23rd June, Coal—Standard Oil Co.				
CHATHAM, British str., 2,316, A. J. Duff, 5th August—Callao 24th June, Chinese.				
CHIPSING, British str., 1,193, F. Mooney, 15th August—Tientsin 9th Aug., Chefoo 10th Aug., and Weihaiwei 11th, General—Jardine, Matheson & Co.				
CHROING, German str., 1,021, Baucking, 18th August—Bangkok 12th August, Rice—Butterfield & Swire.				
CLAVERHORN, British str., 2,515, W. H. Sedon, 17th August—London 1st July, Coal—Dodwell & Co.				
CORVETTES, British str., 4,897, John Wiseman, 25th May—Moji 20th May, Coal—Mitsui Bussan Kaisha.				
DEWENT, British str., 1,642, J. Jenkins, 9th August—Said 5th Aug., Rice and General—Jardine, Matheson & Co.				
DEWYONN, German str., 1,881, F. Mooney, 16th August—Bangkok 9th August, Coal—Butterfield & Swire.				
EASTERN, British str., 2,272, W. G. McArthur, 17th August—Kobe 12th August, General—Gibb, Livingston & Co.				
FOOCHOW, British str., 1,227, E. French, 11th August—Shanghai 8th August, General—Butterfield & Swire.				
FOOSHING, British str., 1,235, E. Woolley, 17th August—Wahing and Chinkiang 11th Aug., Rice—Jardine, Matheson & Co.				
FRITHOF, Norwegian str., 891, O. Andersen, 8th August—Saigon 4th Aug., Rice—Aagaard, Thoresen & Co.				
GERMANIA, German str., 1,713, C. Jurgenson, 17th August—Singapore 11th August, General—Jensen & Co.				
HAICHING, British str., 1,206, W. C. Passmore, 12th Aug.—Fochow Aug. 9th, Amoy 10th, Swatow 11th, General—Douglas, Lapraik & Co.				
HAMPSHIRE, British str., 636, A. J. Robson, 19th Aug.—Fochow Aug. 16th, Amoy 17th and Swatow 18th, General—Douglas, Lapraik & Co.				
HALDES, Norwegian str., 1,065, G. Solberg, 2nd August—Saigon 29th July, General—Aagaard, Thoresen & Co.				
HISANG, British str., 1,536, A. G. Smith, 16th August—Hongkong 13th August, Coal—Jardine, Matheson & Co.				
HOLSTEIN, German str., 1,809, Niejahr, 17th August—Haiphong and Hochoo 16th August, Coal—Jensen & Co.				
INVERAN, British str., 2,853, Marshall, 30th July—New Castle 11th July, Coal—Arnhold, Karberg & Co.				
KATHARINE PARK, British str., 3,075, W. H. Copp, 8th July—Callao via Yokohama and Kobe 12th May, General—Toyo Kisen Kaisha.				
KOREA, American str., 5,651, Andrew Dixon, 19th August—San Francisco 23rd July and Shanghai 16th August, Mails and General—Pacific Mail Steamship Co.				
KUMERIC, British str., 4,006, T. S. Cowley, 17th August—Tacoma via Ports 2nd July, General—Dodwell & Co.				
KUMSANG, British str., 2,077, E. J. Buller, 17th August—Calcutta and Singapore 11th Aug., General—Jardine, Matheson & Co.				
KWANGLEE, Chinese str., 1,463, Lincoln, 17th August—Shanghai 14th August, General—Chinese.				
KWONGSANG, British str., 1,428, W. Palmer, 16th Aug.—Shanghai Aug. 11th and Swatow 15th, General—Jardine, Matheson & Co.				
LAISANG, British str., 2,224, E. J. Tadd, 20th July—Calcutta 7th July, and Singapore 15th, General—Jardine, Matheson & Co.				
MACDUFF, British str., 1,228, C. H. Burch, 17th August—London and Singapore 11th August, General—Dodwell & Co.				
MANDAL, Norwegian str., 1,193, Gabrielsen, 31st July—Borneo 25th July, Coal—Wallace & Co.				
MANILA, British str., 1,428, W. Palmer, 16th Aug.—Shanghai Aug. 11th and Swatow 15th, General—Jardine, Matheson & Co.				
MATHESON, German str., 831, A. P. Ulders, 16th August—Haiphong August 13th and Hochoo 16th, General—Jensen & Co.				
ONING, British str., 1,787, F. Wheeler, 14th August—Moji 8th August, Coal—Jardine, Matheson & Co.				
PALMA, German str., 1,018, J. Wenzel, 18th August—Swatow 17th August, General—Butterfield & Swire.				
PALMA, British str., 4,913, G. W. Cockman, R.N., 12th August—London & Singapore 7th August, General—P. & O. S. N. Co.				

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